









## INDIA'S IMPORT TRADE.

The trade returns for 1902-1903, issued lately, show an increase of 458 lakhs in exports and a decrease of 273 lakhs or 33 in imports. The detailed statement of the exports we reserve for a subsequent opportunity. The severe distress caused by the plague and famine in the Western Presidency is mainly responsible for the very unsatisfactory state of the imports. The comprehensive analysis of the trade in foreign sugar, which had reached the gigantic proportion of one and a half million cwt. in 1895-96 reveals some noteworthy and interesting features. Two-thirds of the sugar came from Australia-Hungary. The Countervailing Duties Act was passed by the Indian Government in 1899. This had, however, so little effect, that in 1901-1902 the trade had grown to three million cwt. At this juncture, the secret was revealed by the delegates to the Brussels Sugar Convention that the operation of the Kartels completely neutralised the effects of the Countervailing Duties. The Government then further enhanced the duties and this latest legislation exactly hit the nail on the head and was almost dramatically successful. Although the higher duties have been in force for only nine months of the year under review, the trade in Australian and German sugar was virtually extinguished. So complete was the exclusion that only 100,000 cwt. was received during the past five months of the year. The excluded beet-sugar was to a large extent replaced by cane sugar from Mauritius, China and Straits, so that, although the receipts from Continental refineries fell off by one-half, the total trade declined only 8 per cent. This large importation of foreign sugar is suggestive of the development of a strong demand for foreign refined sugar of a better quality in preference to the common indigenous manufacture.

The piece goods trade, which generally constitutes nearly 37 per cent of the total values of imports, shows a serious fall-off of 7 per cent which has entirely fallen upon the Bombay Presidency, a sure sign of the severe distress occasioned by the famine in Western India. The imports of salt amounted to 423,826 tons. Of these to 10 per cent to Bengal and 10 per cent to Burma. With the exceptional facilities that exist for the manufacture of cheap salts both in the Bombay and Madras Presidencies this large trade in foreign salt seems at first sight inexplicable. The exorbitant railway freights, however, are responsible for the check in the growth of the indigenous industry.

The sale of immense numbers of kitchen utensils as old metals during the famine years has been the cause of the revival in the importations of copper, the trade in which appears to advance with rapid strides.

The trade in the articles of food and drink suggests some curious facts and figures. Imports of alcoholic liquors show no signs of having reached their limit; the receipts of beer and spirits were considerably larger, and in the trade in wine alone there is a tendency to decline. Brandy, which had been so long out of favour with the people, is recovering its position and though the consumption is little more than one-half of whisky the trade last year was larger by 20,000 gallons. The imports of condensed milk amounted to the value of 4 lakhs of rupees, an instructive commentary on the miserable dairy facilities of a country mainly agricultural.

Young India is now going in fast for cigarette in which the trade promises to attain very large proportion. But India ought to be able to supply the whole of the demand and the fact that such an out-of-the-way place as Shanghai is importing cigarette to the country, does not speak well for Indian enterprise.

The trade in petroleum was hitherto controlled solely by the Russian and American products. They are, however, both equally threatened by Batoum oil of which 174 million gallons were imported into India during the last year.

On the whole, the distribution of the import trade amongst the great producer nations shows no special features; Great Britain controls 66.3 per cent of the entire trade—the strongest position she has occupied for three years past.

## KANG YU WEI.

If social columns existed in Chinese native papers—which they do not—a paragraph to this effect would doubtless have recently appeared: "Kang-Yu-wei returned to Peking from the Continent by the mail boat last evening." And if we in England knew a little more of the men who are making or marring China, the fact would have been chronicled in this country among events of foreign political import. But it is the great source of British weakness in the Far East that, unlike Germany, Russia, and even, in a less degree, America, we do not study the personality of the native statesmen with whom we endeavour to do business. Thus it may well be that the name Kang-Yu-wei conveys nothing to the Englishman, notwithstanding the fact that he largely represents the hope of the future.

Kang was accounted by the late Yung-lu his bitterest enemy; that powerful favourite of the Emperor compelled him to fly for his life when the Dowager effected her coup d'état. Kang-Yu-wei was almost the first of the reformers, and his influence over the young Emperor was very great, and accounted partly for the latter's great leaning towards improvements of all kinds and a more liberal Constitution. When Kang escaped from Peking he sought the protection of a British man-of-war for the steamer on which he was conveyed to Hongkong. Even in that English colony his life was in constant danger from assassins in the pay of the Peking reactionaries, and the incident of the murder of one of his friends in the streets of Hongkong is familiar to all readers of Far Eastern papers, together with the representations made to Canton by the Colonial Government. Eventually he left the East altogether, and spent nearly three years in Europe, subsequently, it is stated,

taking up his temporary residence in India, with the cognizance of the Indian Government. At any rate, it was in that country that he received news of the death of Yung-lu, from which moment his preparations for a return to China began. Those who had silently watched his interests in Peking during the years of exile made haste to inform the Emperor of his whereabouts, a secret which in Yung-lu's lifetime had been so carefully kept that his spies still watched the Canton district where the fugitive was believed to be in hiding. Forthwith the Emperor, on his own initiative, telegraphed to Kang-Yu-wei to return at once to court under Imperial protection. Kang, with a courage which, in the light of the Emperor's past history of weakness and surrender, must be considered remarkable, responded immediately to the invitation, and towards the middle of the latter part of May once more to K up his abode in Peking. Kang is one of the statesmen British interest should support at all costs. He is an internal reformer in the first instance, it is true, but his foreign proclivities are with England rather than Russia as, indeed, are those of nine-tenths of the Progressive party—besides, in any case, the man who advances reforms in the home administration of China is setting forward all for which this country is contending—the best interests of the Empire, and the open door for all the world. If Kang-Yu-wei is able to maintain his position, he may open a new chapter in contemporary history, wherefore his recall to Peking is of no small moment to Europe generally, and, in a sense, to Great Britain in particular.—P.M.G.

## Auctions.

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY situate in ELGIN STREET, Victoria, Hongkong

TO-MORROW (FRIDAY), the 14th August, 1903, at 3 P.M., at the AUCTION ROOMS, DUNDRELL STREET, by MR. GEO. P. LAMBERT, Auctioneer.

LOT 1.—All that Piece of Ground registered in the Land Office as Section B of Sub-section No. 6 of Section A of Inland Lot No. 120 with the Messuage thereon No. 25 Elgin Street. Annual Crown Rent \$2.80.

LOT 2.—All that Piece of Ground registered in the Land Office as Section C of Sub-section No. 6 of Section A of Inland Lot No. 120 with the Messuage thereon No. 23 Elgin Street. Annual Crown Rent \$3.14.

The above Lots are held from the Crown for the Residue of the Term of 999 years. For further Particulars, apply to EWENS & HARSTON, Vendor's Solicitors, or to MR. GEO. P. LAMBERT, Auctioneer.

Hongkong 7th August, 1903. [949e]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE OF VALUABLE LEASEHOLD PROPERTY situate in QUEEN'S ROAD WEST, Victoria, Hongkong.

SATURDAY, the 15th August, 1903, at 12 o'clock NOON, at their AUCTION ROOMS, ICE HOUSE STREET, by Messrs. HUGHES & HOUGH, Auctioneers.

LOT 1.—All that Piece of Ground registered in the Land Office as Section A of Inland Lot No. 803 with the Messuages thereon Nos. 386, 388 and 390, Queen's Road West. Annual Crown Rent \$31.00.

The above Property is held from the Crown for the Residue of the Term of 999 years. For further Particulars, apply to EWENS & HARSTON, Solicitors.

MESSRS. HUGHES & HOUGH, Auctioneers.

Hongkong, 8th August, 1903. [952e]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

SATURDAY, the 15th August, 1903, at 12 o'clock NOON, at their SALES ROOMS, DUNDRELL STREET, (FOR ACCOUNT OF THE CONCERNED), THE WRECK OF THE FRENCH STEAMER "PAUL DOUMER"

with all her ANCHORS, CHAINS, GEAR, STORES, APPURTENANCES and CARGO in

ONE LOT as she now lies about 13 miles due South of the White Rock and about 8 miles North East of Raleigh Rock.

TERMS:—Cash on the fall of hammer. GEO. P. LAMBERT, Auctioneer.

Hongkong, 11th August, 1903. [968e]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 15th August, 1903, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street,

75 Cases CLARET; 75 Cases MISTELA BLANCA; 75 Cases PORT WINE; 50 Cases SCOTCH WHISKY; Also

4,000 ASSORTED PAPER FANS.

N.B.—The above wines were tested chemically by A. STANLEY, M.D., D.P.H., and they were found to contain no material that would be injurious to health beyond the pure spirit common to all good wines.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 12th August, 1903. [974e]

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 15th August, 1903, at 3 P.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street,

A FINE AND VALUABLE COLLECTION OF USED AND UNUSED POSTAGE STAMPS.

Comprising:—BRITISH COLONIES, CHINA, PHILIPPINES, PORTUGAL AND COLONIES. Including a Few Sets of MACAU CROWN ISSUES, RARITIES AND ERRORS.

(In Lots to suit Dealers and Collectors). TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 12th August, 1903. [976e]



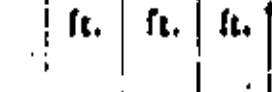
GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND, situated between Deep Bay and Ping Shan, New Territory, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square feet	Annual Rent	Upset Price
1	Ping Shan New Territory	70 ft. 70 ft. 70 ft. 70 ft.	4,000	8	98

Hongkong, 10th August, 1903. [957e]



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND, situated between Deep Bay and Ping Shan, New Territory, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square feet	Annual Rent	Upset Price
1	Ping Shan New Territory	100 ft. 100 ft. 100 ft. 100 ft.	10,000	18	200

Hongkong, 10th August, 1903. [958e]

## Intimations.

NOTICE.

THE Attention of Householders is drawn to the fact that stagnant pools and collections of water in broken flower pots, broken jars, &c. standing in their premises are a source of danger to people residing therein, and to warn them that the Sanitary Board intend to treat such as nuisances.

By Order, G. A. WOODCOCK, Secretary.

Sanitary Board Room, 14th July, 1903. [869e]

N. LAZARUS, OPHTHALMIC OPTICIAN OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room: No. 16, Queen's Road Central.

Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN, Manager.

Hongkong, 23rd June, 1903. [6e]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 4th March, 1907. [1e]

## Intimations.

THEY WILL REMAIN.

The power of intelligence in the 20th century man and woman. Old things are not preserved because they are old. Whatsoever is useful must get out of the past and progress that is not permanent. We shall not drink water and eat no "improvement" on living, and we do not will come into the world at the beginning, and people will not run away with the idea that all of our treasured opinions are to be upset. Through every change, all things which, like

WAMPOL'S PREPARATION have built a reputation on honour and good service, will hold their place. This effective remedy belongs to the past, the present and the future. It is not only up-to-date but ahead of date. For Wasting Diseases, Impaired Nutrition, Influenza, Lung Troubles, Impure Humors in the blood with resulting skin affections, etc., it possesses the confidence of physicians and the people everywhere. It is not expected to fail; it never does fail. The formula after which it is made is an inspiration. It contains the nutritive and curative properties of Pure Cod Liver Oil extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It is palatable as honey, and yet so medicinal as to be effective from the first dose. Professor Reddy, of Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." To trust it and try it is to be satisfied and thankful. "You cannot be disappointed in it." Sold by chemists here and everywhere throughout the world and A. S. Watson Co., Limited.

MACEWEN, FRICKEL & CO. have undertaken the Sole Agency in Hongkong for

Kabuto Beer

A Pure LAGER BEER excellently Suited for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pils.

or \$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903. [650e]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公英華 IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903. [543e]

THE ROBINSON PIANO Co., LTD.

PIANO CLEARANCE SALE.

MUST be sold to make Room for New Stock. 200 PIANOS now being Manufactured in Europe and Hongkong for Coming Season. These Pianos will be of guaranteed quality and will be sold at exceptionally low prices.

RONISCH (Owner's Property) ... \$400.

SQUIRE (Owner's Property) ... 350.

BORD (Owner's Property) ... 285.

WERNER, UPRIGHT GRAND (Owner's Property) ... 450.

KELLY (Owner's Property) ... 200.

HOPKINSON ... \$550 300.

HORIZONTAL GRAND (Second-hand) ... 900 700.

KRELL ... 800 450.

NEEDHAM ... 800 450.

ROBINSON PIANO CO., LD. 475 400.

Do. 475 400.

Do. 575 450.

Do. 650 450.

Do. 300 150.

SELF PLAYER ... 900 150.

RACHALS ... 750 400.

And about 50 others at equally low prices for Cash or on the Hire Purchase system.

Will be stored until required if necessary.

Hongkong, 6th August, 1903. [119e]

## Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 14th Aug., at Daylight.
W. Bainbridge	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 15th Aug., at 4 P.M.
KASUGA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th Aug., at Daylight.
W. S. Hunter	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 22nd Aug., at Daylight.
IDZUMI MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 25th Aug., at 4 P.M.
M. Yagi	KOBE and YOKOHAMA	FRIDAY, 28th Aug., at Daylight.
HAKATA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 8th Sept., at 4 P.M.
F. L. Sommer		
AKI MARU		
J. W. Ekstrand		
HITACHI MARU		
J. Campbell		
SHINANO MARU		
W. Thompson		

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 11th August, 1903. [5]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 25th August, 1903, at 1 P.M., the Company's Steamship "CALEDONIAN," Captain Marcantelli, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Annam* and *Belle* bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 24th August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 12th August, 1903. [1004e]

To be Let.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd.

Hongkong, 1st August, 1903. [919e]

GODOWN TO LET.

No. 155, PRAJA EAST, Spacious Two-storied Godown. Suitable for Yarn or Coals.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th July, 1903. [397e]

TO LET.

HOUSES IN LEIGHTON HILL ROAD.

FLATS IN MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.

GODOWNS at BOWRINGTON, Praya East, No. 2, RUPON TERRACE in Flats.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 6th June, 1903. [1000e]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAJA EAST.

Apply to H. N. MODY, Victoria Buildings.

Hongkong, 2nd February, 1903. [1328e]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGHTON HILL ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

No. 8, Queen's Road West, Hongkong, 20th October, 1902. [1104d]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1899. [5]



## Intimations.

**S. WATSON & CO.,**  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case	Per Bottle
ESTEPHE	8.00	9.00
JULIEN	10.00	11.00
ROSE	13.50	14.50
HATEAU HAUT	20.00	22.00
BRION LARIVET	20.00	22.00
HATEAU MOUTON	24.00	26.00
D'ARMAILHACQ	24.00	26.00
HATEAU PONTET	28.00	—
CANET	28.00	—
HATEAU LA TOUR	33.00	—
CARNET	33.00	—
HATEAU RAUZAN	48.00	—
HATEAU LAFITE	54.00	—

These CLARETS are specially selected obtained from the LEADING FRENCH VINEYARDERS; they are of exceptional value and in fine condition.

## THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from the Colony or from our authorised agents at the Coast Ports.

**S. WATSON & Co.,**  
LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.  
CABLE ADDRESS: "ACHIE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**CHEE & CO.,**  
祥利廣

17A, QUEEN'S ROAD.

## FURNITURE DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

ASTOR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

## PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

**CARMICHAEL AND CLARKE,**  
CONSULTING ENGINEERS AND

SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Liebner's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [1355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Des Voeux Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Editor.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue is for any part of the world 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 13, 1903.

## THE CUSTOM RETURNS.

In the *Ostasiatische Lloyd* of the 7th inst. appeared a few advance notes on the Imperial Maritime Customs returns for the second quarter of the current year (April-June). From these we learn that the receipts for that period are not altogether satisfactory; they show a decrease of nearly a quarter million taels under the corresponding period in 1902. The falling off for Shanghai alone amounts to more than this sum. It is pointed out, however, that the result for the first six months would scarcely occasion any special consideration, for the total receipts for the six months from January to June, 1902, amounted to thirteen millions, whilst for the same period in 1903 already fourteen million taels has been received by the Customs administration. But after a very good first quarter in 1903 (61.3 millions against 52.1 millions) a retrogression has set in, which to all appearances will become more perceptible during the current quarter. The fact that the retrogression touches almost wholly on the imports is for foreign countries especially unpleasant. Indeed, even the export has been less brisk than in the preceding year; but the exceptionally favourable tea harvest, according to Hankow and Foochow reports, will make up for this to a considerable extent. A glance at the different ports of the country shows for the north a slight falling off in receipts for the third quarter; whilst Tientsin, as also Chefoo and Tsingtao, shows an increase. Newchwang suffered a decrease of more than a hundred thousand taels. The Yangtze valley (without Shanghai), as a whole, remains in about the same position as last year. Individually, however, the figures for the Yangtze ports assume a different aspect—Chungking and Ichang show again substantial falling off. Chungking retrogrades slowly but surely. The receipts for the latter port for the third quarter in 1901 came to 105,000 taels, the third quarter in 1902 to 90,000 taels and this time they again dropped nearly 15,000 taels. Far worse is it with Ichang, where for the third quarter in 1901 the receipts came to more than 180,000 taels, whilst this time scarcely one fourth of that sum will be reached. On the other hand, Hankow is able to quit scores for the falling off in the upper ports in comparison with last year. Kiukiang shows a considerable decrease, it has lost nearly half of its former 360,000 taels, whilst Wuhu and Chingkiang increase in the same proportion. There is some satisfaction to learn that the southern ports do not show any important alterations, on the wrong side, against last year, and although the revenue collected at Ningpo is reported to have dropped somewhat, that at Amoy and Foochow has improved. For the same quarter last year the total collection at Amoy was 178,176.1-7.7 taels as against 173,339.0-1.8 taels in the April-June period 1901, and at Foochow 207,263.7-8.3 taels as against 237,747.6-5.2 taels, respectively. The revenue at Canton remains at 700,000 taels as reached in the third quarter of 1902, or about 156 taels more than in the April-June quarter of 1902 or 170,129 taels above that recorded during the same period of 1901.

## LOCAL AND GENERAL.

ONE case of plague is notified in the return to-day.

AN article on India's import trade and one on Kang Yu Wei are printed on page 3.

PARCEL mails for Europe, etc., per s.s. *Dengal* will close at 3 p.m. on Friday, the 14th inst.

THE death is announced at Madrid of General Lachambre, who distinguished himself in Cuba and the Philippines.

Do your own developing without a dark room by using an Eastman developing machine. LeMunyon—Advt.

THE Morgan Trust has made a new agreement with the British companies for a period of twenty years, thereby securing to the British companies their own nationality.

A BERLIN wire says it is officially stated in St. Petersburg that all rumours of an agreement or compromise having been signed between Russia and Japan in regard to Manchuria, are utterly unfounded.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE *Leviathan*, which left Plymouth for China on July 11th, is due at Singapore on the 18th inst. and at Hongkong on the 26th.

THREE lascars were charged at the Singapore Marine Court with absconding from the *Giang Lee*. The men were sent to the workhouse for 14 days R. I. each.

THE death is announced of Lord Justice of Appeal, Mr. Donald Nicol, member of the Privy Council.

PLAGUE and cholera are very prevalent at Amoy, and the death rate is about 100 per cent. All emigration from Amoy is stopped, as the Straits Government will not allow any coolies to land from this port.

Fresh Kodak film, plenty of them, at LeMunyon's, 31, Des Voeux Road.—Advt.

MR. Claude Leykum who is now in the Temoh and Chendeng districts, F. M. S., is a partner in, and secretary of, the Yeun Lee Kongsi, where it was expected the output of tin-ore for July would exceed 500 piculs.

THE hearing was continued at the Supreme Court this morning, before the Chief Justice, of the action *Hong Fung Kung Sze v. Tang Kow*, and after further arguments had been addressed his Lordship reserved judgment.

THE M. M. steamer *Polyneesian* experienced some difficulty with her engines on her arrival at Singapore harbour from Saigon on 3rd inst. and two of the Dock Company's tugs were sent alongside to help her to get alongside a berth at the wharf.

WITH a view to being able to send out as many vessels as possible to the Far East before the navigation in the Gulf of Finland comes to an end, unusual activity is being displayed in the Government and other shipbuilding yards at St. Petersburg.

THE *China Gazette* referring to the arrival at Shanghai of the Hon. R. Shewan says he "will be greatly missed in the Colony and the Government will be the poorer for the loss of one of its ablest critics. We wish him long life and good times in the old country."

A NATIVE was this morning sentenced by Mr. J. H. Kemp, at the Magistracy, to six months' hard labour, for breaking into No. 24, D'Aguilar Street and removing therefrom a cash box containing money and jewelry to the value of \$225, and six promissory notes to the total amount of \$3,800.

Mail your films and Kodak orders to LeMunyon, P. O. B. 368.—Advt.

THE Australian army organisation scheme will consist of—eighteen regiments of Light Horse; twelve of infantry, and sixty guns. The force is to be capable of expansion in war time to 27,753 men and 84 of guns. There will also be a garrison force largely composed of volunteers.

HAVING been ordered to investigate the accusations against "Marshal" Su Yuan-chun, the degraded Provincial Commander of Kwangsi, by an Imperial instruction, the Board of Punishment has asked the Throne to dispatch a special high official to preside at the trial of the case.

THE captain of the German cargo s.s. *Andolfia*, which arrived at Penang on 3rd inst. from Europe, reports that he encountered very heavy weather off Socotra. On the 23rd July the third engineer was washed overboard by a heavy wave. Another wave smashed a boat and several deck fittings.

As the time approaches when the prohibition of the import of arms into China will have run off, the manufacturers and their agents are becoming busy with their offers to the Chinese authorities. In the meantime the Chinese arsenals have not been slack in turning out considerable quantities for the various provincial and central authorities.

THE British consular report on the trade of Baghdad for last year notes that the crop of opium was exceptionally good both in quantity and quality, and about 777 cases were exported to China (chiefly Hongkong), while 204 cases were shipped to Europe. Prices in Hongkong varied from \$60 to \$800 per case for fine opium, the latter price being touched in November. The cause of the rise was speculation. Prices here ranged from £45 to £78 per case of 140 lbs.

A GREEK fisherman recently found on the Island of Carpathos a hermetically-sealed bottle, containing a paper which read as follows:—"2. 9. 1702. The ship *Clown*, on board which we were founded at the beginning of October, 1702. She foundered so quickly we hardly had time to get off on the raft, on which we now are, without food or drink. Whoever finds this paper is begged, in the name of humanity, to forward it to the Government.—One of the Castaways (Manter)."—Standard.

Framing, fancy and artistically done by LeMunyon, 31, Des Voeux Road.—Advt.

*Lloyd's Shipping Gazette* of the 3rd July has the following telegrams:—Liverpool, July 2nd, 12.6 p.m.—*Jason* (Royal Albert Dock, London): Fire was discovered this morning 3 a.m. in No. 3 hold (deep tank forward of stokehold) amongst jute. Later advice states that the jute in No. 3 tween-deck and a portion of that in lower hold had been discharged yesterday in order to get at some plumbago for London lying at the bottom of the hold. Later fire extinguished, damage estimated 1,700 bales.

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JUDGMENT has been given at Singapore by Mr. Justice Hyndman Jones in the action brought by Mr. Lechauc of Manila against Riley Hargreaves and Co. to recover damages for breach of contract to deliver certain steam launch machinery in Manila Bay. The defendants were the present Limited Liability Company, and the old Company (Messrs. Jackson Millar, Robert Allan, and G. M. Jones). Judgment was entered against the present Company Limited, the \$5,166.66 interest paid into Court to be paid out to the plaintiff.

With permission of Major Radcliffe and officers, the band of the 33rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-morrow, Friday, the 14th inst. (weather permitting):

March—"Zara" (Kiln).  
Overture—"The Girl of the Year" (Slaney Jones).  
Selection—"The Girl of the Year" (Slaney Jones).  
Valse—"The Girl of the Year" (Slaney Jones).  
Sole song—"The Girl of the Year" (Slaney Jones).  
Song—"The Girl of the Year" (Slaney Jones).  
Dance—"The Girl of the Year" (Slaney Jones).  
God Save the King.

IT is stated on what appears to be good authority, that the *Spa Hui*, on her return voyage from China, burned 1,400 tons more coal than on the passage out. The large increase of expenditure in coal may—as to be greater part of it, doubtless—be attributed to the fact that the *Spa Hui*'s bunkers would have been filled at Hongkong for the return voyage, and that even if the coal supplied to her at that port came from the Welsh mines, it had lost much of its value in transit to Hongkong, and still more while in store on that island. But it is possible that the coal supplied to her at Hongkong was not Welsh, but Japanese, or possibly Australian.

One more chance to buy a Kodak for \$5; a good Kodak. LeMunyon, 31, Des Voeux Road.—Advt.

## ELOPEMENT AND THE CONSEQUENCES.

A young Japanese girl residing in a Japanese boarding house in Nos. 15 and 17, Lyndhurst Terrace, who was kidnapped from Japan and detained by her keepers with a view of selling her for unlawful purposes, objected to being retained against her will, and in the meanwhile, having taken a liking to a young Chinese doctor, resolved to elope with him. A few days later the girl disappeared from her keepers and went to live with the young doctor at Yau-ma-ti. Her keepers did all in their power to find her. The girl, after much searching, was found and brought back to the boarding house, but the matter got to the knowledge of the police, and her keepers were subsequently arrested. The case has been remanded by Mr. Fercombe Smith until to-morrow afternoon at 2.15 when Mr. Goldring will appear for the defence, bail of \$500 each being granted. While the Japanese were searching for the runaway girl, two other Japs, who reside at Ship Street, were also requisitioned to join in the chase. On the morning of the 8th, a messenger of the Tung Wah Hospital took a rickshaw and proceeded to Ship Street to visit his friend, the young doctor. As he was about to alight from the vehicle he was accosted by the prisoners, who told him to follow them to their house, as they had some business to transact. He entered the doctor's house and was informed that he was out, so after having a cup of tea, proceeded to the Japanese house. As soon as he entered, the door was barred, the windows closed, and one of the Japs came up to him and demanded him to inform them of the whereabouts of the runaway girl. They also threatened him that, in case he refused, he would be a dead man ere long. The messenger at first refused, but intimidated by threat of violence and after having his hands bound behind his back, yielded and revealed the hiding place of the girl. The two Japs then locked him in, and went over to Yau-ma-ti in search of the girl. After a few hours they returned, and told him that they had found the girl; but in case they had failed he would have been beaten to death. They then released him, and asked him to fetch the doctor to their house. After much threatening he consented to bring the doctor and left the house; but proceeded to report the incident to the police and subsequently had the prisoners arrested. At the Magistracy yesterday afternoon Mr. Sercombe Smith in sentencing them to three months' hard labour, said he had a good mind to expose them both in the stocks, and have them placed at the corner of Ship Street.

## THE SILVER COMMISSION.

The Silver Commissioners sent to Europe by the Republic of Mexico had their first conference at the Reichsbank in Berlin, on 16th ult., with the German representatives appointed to meet them, namely, Dr. Koch, President of the Reichsbank, Dr. Salomonson, Director of the Disconto-Gesellschaft, and four other gentlemen. Almost simultaneously with the Mexican Commission, the members of the United States "Commission on International Exchange," who left Amsterdam on 14th, arrived in Berlin, and took up their quarters at the Hotel Bristol. The members of the latter Commission paid a visit on 15th to the Under Secretary of the Foreign Office, in order to lay before him their proposals for bringing about a stable ratio between the silver currency of Mexico, China, and other silver countries and the currency of the gold standard countries.

## CHINESE LABOUR FOR SOUTH AFRICA.

At the closing session of the Inter-colonial Council a resolution was passed, on the motion of Sir P. FitzPatrick, that no contracts involving the importation of coloured labour be entered into until legislation has been introduced enabling the Government to ensure that such labour shall be repatriated and prevented from such labour from engaging in any work or occupation other than the purpose for which it is introduced.

At the eighth general meeting of the British South Africa Company, Earl Grey was very emphatic in his references to the native labour problem. The hope of South Africa, prosperity and the interest of English working men, he declared, both demanded that coloured labour, under certain conditions, should be imported from outside to supplement the deficiency of local labour.

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## SANITARY BOARD.

## MEETING THIS AFTERNOON.

A meeting of the Sanitary Board was held this afternoon in the Board Room. Present: The President (Hon. Dr. J. M. Atkinson, P.C.M.O.), Hon. W. Chatham, D.P.W., Mr. C. McI. Messer, (Acting Registrar General), Capt. Lyons, (Acting C. S. P.), Mr. H. E. Pollock, K.C., Col. Webb, R.A.M.C., Mr. Ahmet Runjahn, Mr. E. A. Hewett, Mr. Fung Wa Chun, Mr. Lau Chu Pak, Dr. Pearce, Acting M.O.H., Dr. Barnett, Assistant M.O.H., and Mr. G. A. Woodcock, Secretary.

The minutes of the previous meeting were confirmed.

## THE GOVERNMENT EXPERIMENTS IN SECOND AND THIRD STREETS.

Correspondence relative to the retention of the tanks, &c., in Second and Third Streets was laid on the table.

Dr. Atkinson wrote to the Colonial Secretary on the 27th ult. as follows:—I understand from Inspector Gidley that His Excellency intends handing over the experimental block to the sanitary staff at the end of this month. Is it His Excellency's wish that the wash-houses and tanks be continued, as if so it will be necessary for us to maintain the staff there and purchase the coal, wood, &c.?

This letter was submitted to His Excellency the Governor who replied on 29th ultimo:—The retention of the tanks, &c., will rest with the Sanitary Board. In my opinion wash-houses and tanks are most valuable means of combating plague, remembering that we have found bugs, fleas, &c., etc., infected.

The President said—I think the members will agree with me it will be a most desirable measure to retain these wash-houses and tanks which have been in use in the experimental block which the Government took over. I move that the Sanitary Board approve of these wash-houses and tanks being retained.

Mr. Fung Wa Chun seconded, and the motion was carried.

## QUESTIONS BY MR. HEWETT.

Mr. E. A. Hewett, pursuant to notice, asked:—Why is it that some of the members of the Sanitary Board were not notified that it was the intention of His Excellency the Governor to hand back to the Sanitary Board on the 3rd instant that section of the town in which for the last three months an important and interesting experiment in house cleansing and disinfecting has been carried out under His Excellency's supervision?

Why is it that in so important a matter a portion of the Board was kept in entire ignorance of what was to take place and are dependent for their information with regard to the doings of the Sanitary Board, upon the local press?

The President said—I cannot reply to these two questions as I was unaware of the necessary arrangements which had been made. I myself only received intimation of this meeting an hour and a half before it was held last Bank Holiday. I am sure that H.E. the Governor will be very pleased with the interest shown by the member who has asked these questions regarding this interesting experiment that has recently been carried out by him.

## REFUSE DISPOSAL.

Mr. Hewett had given notice of a question regarding the non-removal of rubbish on the Praya on 8th inst.

The Acting M.O.H. explained that owing to typhoon signals having been hoisted the contractor's boats did not arrive to take the rubbish away, and suggested as a means of obviating the nuisance that destructors be erected at Victoria and Kowloon. Instructions had been issued that when the boats did not arrive the rubbish was to be carried to the extreme East or West of the City and dumped.

Mr. Hewett thought that if sampans got afloat junks could, and if not, the contractor should obtain launches to tow them to the Praya. The state of affairs as shown on Saturday was most undesirable, most insanitary and most improper.

## THE SOKONPO MARKET.

Correspondence relative to this market was brought before the meeting.

Mr. C. Clementi, on behalf of the Registrar General, wrote to the Acting Captain Superintendent of Police that he had discussed with the Colonial Veterinary Surgeon the question of hawking in relation to the Sokonpo market. That market, he stated, had 62 stalls, and of those 23 could not be let though they had been put up to tender in most cases since the 1st February this year. The Government had made several improvements in the market and probably the reason why the stalls could not be let was not any defect in the market itself, but the fact that the hawkers took away the business of the stall-holders. The Colonial Veterinary Surgeon and himself were agreed that it would be desirable, as an experiment, to prohibit hawking between the limits of Bowington Canal on the West, and Kennedy's stable on the East, until all the stalls in the market were taken up. Then, if necessary, hawkers in strictly limited numbers might again be permitted, but they certainly should never be allowed to squat on the waste ground immediately adjoining the market.

The Registrar General intimated that an extension of the market boundaries would perhaps be the best way, and submitted draft advertisements on the matter.

It was agreed to approve of the extension of the market boundaries and to refer the matter to Government.

## LIME-WASHING.

The lime-washing return for the four weeks ended 4th inst. showed that 4,791 houses had been lime-washed.

Mr. Lau Chu Pak intimated:—In connection with this question I should like to know if it is absolutely necessary to lime-wash the undersides of floors and roofs, stair-linings, and the partitions of cubicles. In former years people were required to lime-wash the walls only.

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Many complain that they have never been told as to what must be done, and consequently, after the walls have been lime-washed, they are told that the work has not been done properly, because the undersides of the floors, &c., have not been lime-washed, this causing them considerable trouble and inconvenience.

The President intimated:—The bye-laws require the building to be cleaned and lime-washed throughout by the owner twice a year. It appears that this cleaning by the owner has not hitherto been done. It would be a good plan to enforce this bye-law strictly in future.

The President remarked that Mr. Lau Chu Pak's minute raised a most important question. Personally he had not seen the full drift of these bye-laws, which provided that any domestic building or part of such building which was occupied by members of more than one family, that was to say, a tenement, should unless specially exempted by the Board be cleaned and lime-washed by the owner to the satisfaction of the Board not less than twice every year. If that was enforced it would do a great deal towards checking the annual outbreaks of plague. Of course, if it was strictly enforced it would raise a hubbub, but still the bye-law was definite, and if carried out would do much to materially improve the City.

Mr. Hewett thought it was necessary that something more definite than cleansing and lime-washing should be stated.

The matter was referred to the Acting Medical Officer of Health to report upon at the next Board meeting.

## A COMPLAINT.

A complaint made by owners, shopkeepers, and occupiers of houses in Kennedy and Loong On Streets, Wanchai, as to the evidence of a smoke nuisance created by the chimney of a machine shop at No. 1 Kennedy Street was considered.

The Acting M.O.H. explained that there was no evidence that black smoke was given off in such quantity as to be a nuisance. It was decided to reply to that effect.

## NAVAL WORKS AT HONGKONG.

In the House of Commons on the 10th ult., the following statements were made with reference to the Naval Works at Hongkong:—

Mr. Pretyman, in moving the second reading of the Naval Works Bill, said that there had been very considerable criticism in the public Press with regard to Hongkong, apparently largely founded on a statement that the work at Hongkong was making very slow progress, and that special difficulties in the matter of foundations were being encountered by the contractors. That statement was entirely without foundation. Indeed, measuring progress by expenditure, they actually had spent £170,000 beyond the estimated expenditure; so the progress was exceptionally good.

Mr. Gibson Powles asked whether the foundations of the dock at Hongkong were really good and adequate.

Mr. Pretyman said, so far they had gone, no special difficulties had been encountered. The work had not yet reached the stage when it could be stated that there would be no difficulty with the foundations; but they had every reason to believe that the foundations would be perfectly satisfactory, and no reason to suppose the contrary. He had no hesitation whatever in making that statement. There had been considerable correspondence—and the matter had been noticed in the Press—in regard to a proposal that the entire naval establishment at Hongkong should be removed to another site. The whole object of that proposal was purely commercial and Colonial. From a naval point of view there was no site as good as that which they now occupied. He thought it would be contrary to all precedent—and he could not suppose that the House would sanction such an operation—to vote an enormous sum of money in order to remove an efficient dockyard from a site which was properly defended, on an island that was a strategic necessity, to perhaps a less eligible site which would have to be defended, merely with the object of enabling the Colony to extend their commercial establishments and marine parade.

Mr. Gibson Powles asked whether the works were all on the island.

Mr. Pretyman said they were. There was a time when there was a naval ground on which it was considered desirable to remove the naval establishment at Hongkong. They then had only five or six acres of island, but now they had nearly 40 acres of land, and they had room enough for the naval establishment, for the necessary stores, and for the long dock, which was being constructed. There was also a clear site for another long dock for the largest vessels, should it be necessary at any time to construct one. There was some suggestion in the ordinance establishment at Hongkong, there was still a joint ordinance establishment for the Navy and the Army. But a committee of naval officers had selected a site on the island for a new ordinance establishment; and negotiations would shortly be commenced for establishing an ordinance depot on that new site. He hoped they would then have more room at the dockyard, and the ordinance establishment would be placed on a satisfactory basis. The naval coaling station was established on the mainland. Although that site was suitable for a coaling station, it would not be suitable for a naval dockyard, because there was a difficulty about the water and the anchorage, and the price of the land was enormous.—L. G. C. Express.

## SHIPPING AND MAILS.

## MAILS DUE.

American (*City of Peking*) to-morrow.  
Australian (*Changsha*) 16th inst.  
Canadian (*Empress of India*) 16th inst.  
Indian (*Lalsang*) 17th inst.  
German (*Bayern*) 19th inst.  
American (*Loric*) 19th inst.

The C. N. Co.'s s.s. *Hunan* will leave Maun for this port to-morrow, and is expected to arrive here on 17th inst. a.m.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 7 a.m. on 13th inst., and leaves again at 3 p.m. on 14th inst. for Shanghai where she is due to arrive on 15th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Kobe at 6.30 p.m. on 11th inst., and leaves again at 12.30 p.m. on Wednesday, 12th inst. for Yokohama where she is due to arrive on 13th inst.

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## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## Opium for China.

(From Our Own Correspondent.)

BOMBAY, 13th August.

The P. & O. Steam Navigation Company's mail steamer left Bombay yesterday afternoon with about 1,200 chests of Malwa Opium. The prices are as under:—

Malwa New ..... Rs. 1,270  
Old ..... 1,340  
Oldest ..... 1,400

## German Drilled Troops for Kwangsi.

ENGAGEMENT NEAR KWACHOW.

(From Our Correspondent.)

CANTON, 13th August.

9.55 a.m.

Three thousand German drilled troops have arrived here per the *Feiching* and *Taishun*. They have brought eight field guns, and the men are fully equipped with Mausers, haversacks, water-bottles and other accoutrements.

A message received here yesterday via Wuchow reports that the Imperial troops met with a serious reverse near Kweichow.

(Reuter's.)

## Russia and Turkey.

LONDON, 11th August.

The Vali of Monaster has been recalled, Hilmi Pasha replacing him provisionally. Turkey has assured Russia that the murderer of M. Rostkowski shall be punished most severely; a Court Martial has been summoned at Monaster for his trial.

## The Near East.

Further fighting has taken place near Sorovich. Twenty-four battalions have been ordered from Anatolia.

LATER.

Mr. Balfour said in the House of Commons, he regretted his inability to say anything reassuring concerning the situation in Macedonia, and that it was the duty of Europe to support Austria and Russia as long as they were unambiguously striving to ameliorate the condition of the population.

## The Somaliland Expedition.

The advance of the Somaliland expedition, with Buras as the base, is expected in September.

LATER.

## Railway Disaster in Paris.

A crowded passenger train, on the Paris underground Electric Railway caught fire and ninety of the passengers perished from asphyxiation.

## The Unrest in Russia.

Intelligence from Russia continues to depict an alarming industrial situation; half a million workmen were involved in the recent strikes in the South and three millions are dependent on them.

## MASTER OF THE S.S. "HELEN RICKMERS"

HEAVILY FINED.

At the Magistracy this afternoon before Messrs. T. Combe Smith and J. H. Kemp, Carson Heirdrickson, master of s.s. *Helen Rickmers*, was charged on two accounts with having 1,400 taels of prepared opium on his ship on the 12th inst., without the necessary certificate. Mr. Looker appeared on behalf of the opium farmers. The Captain and chief officer, after being questioned, said that they did not know the laws of the Colony regarding the importation of opium, and that the opium was found on the ship while searching for rice. The master was fined \$1,000 or 3 months' hard labour, and the opium confiscated and handed over to the opium farmers. After the case, Mr. Looker asked the captain to inform the agents of his fine in order that they might pay it for him; but the captain told him that he required no advice from him. He asked his Worship to have no mercy on him, but to give him justice, and inquired of a constable whether there were any reporters present to report the case. He will also report it; but not in a British paper. He also informed our reporter that he had no intention of ever paying the fine and will not communicate with the consul or his agents. While the case was being heard this morning, with the German Consul present, the latter gentleman's private chair coolie was fined 50 cents for entering the court room with his hat on.

The Hunan Steamship Company will celebrate the inauguration of its steamship service about the 4th or 5th of October, at Hankow. The Company has had a steamship already launched and will have another ship completed by the middle of September. It has also had wharves and premises constructed in Hunan, and will shortly despatch a suitable staff to China. The Hunan steamship service will be connected with the services of the Osaka Shosen Kaisha and of the Nippon Yusen Kaisha, so that a thorough service may be established between Japan and Hunan.

ASK for ASAHI JAPANESE BEER—G. Ginn.

## THE POLLARD COMEDY CO.

"TOM, DICK AND HARRY."

It seems scarcely a month since that Mr. and Mrs. Brough bade farewell to Hongkong and terminated a lengthy and successful theatrical season in the Colony. Yet some five months have elapsed, the worst part of the summer has gone, and we have already entered upon another season of festivities, heralding the approach of respectable weather and pleasant evenings. Meanwhile attention has been paid to the remarks of Mr. Brough, who, when thanking the audience for their patronage at the close of his farewell performance on the 17th March, expressed the hope that when he returned to Hongkong he would find that those responsible for the Theatre Royal had made improvements both behind and before the curtain. The floor of the stalls has been raised six inches, the old hatches partitioned off as boxes have been removed, an iron balustrade adorns the front of the circle, while panelling, which is to be of an ornamental character, has been erected between the pillars supporting the dome. The flickering gas jets in the centre of the dome, which used frequently to necessitate a coolie coming forward with a bamboo pole to re-light at inconvenient moments, will be replaced by an exhaust fan and this will in no way interfere with the cupids and other winged gentry in *Paris Naturalibus*, who, by the way, have evidently been touched up with paint as they now resemble a pack of black-eyed youngsters, crawling around in ominous looking clouds. Whether the alteration in the boxes will be an improvement for those entertaining such luxury is a matter of doubt, as reviewed from the stalls they appear extremely small, and instead of facing the stage are directed more towards the audience. But we are getting more realistic London every day! They certainly afford more room in the circle, and may only be for show. Improvements have also been effected behind the curtain and the first to take advantage of these were the Pollard's Comedy Co. who opened their season, last evening, to an excellent house and were given a good send-off on the occasion of their first visit to Hongkong and the Far East. The farce-comedy *Tom, Dick and Harry*, which has had such a lengthy run at home, was the piece chosen, and while admitting that one of the greatest difficulties with which the present-day theatrical manager has to contend is the selection of a play suited to the temperament of an audience and likely to make a most favourable impression the force as presented last evening was one in which the company have scored a success. According to exchanges, they made their mark in this play, and still have many more good pieces to bring to the public notice before leaving the Colony. They were exceedingly well received in Australia, and when it is remembered that Mr. Edward Nable has had experience in that country and in Africa and America, and that Mr. Harold Carr was for seven years with the company of Mr. Bland Holt, the principal melodramatic manager of Australia, and brother of the well-known English comedian, Clarence Holt, of London, while the other members of the company have been equally well associated, it will be seen they can claim material equal to the best provincial companies on tour. A sweltering 'first night' is not calculated to give best impressions, as the company have to settle down to their new surroundings and catch the mood of the audience whose whims and fancies must be studied; but in this respect the Pollards succeeded admirably. Mr. Edward Nable, under whose personal supervision all productions are staged Miss Ada Laurance, Miss Millie Ascoli, Mr. Harold Carr, Mr. R. W. Ellison, and Mr. Wentworth Watson made the most favourable impression, while Miss Marjorie Tempest, who sang "Bumble Bee" in the second act, was loudly applauded. When the play is reproduced this evening the other members of the company can be relied upon to give an equally good interpretation of their parts.

The following is the cast:—  
Gen. Rufus Stanhope (a married man)..... Mr. Edward Nable  
Tom Stanhope..... (this son)..... Mr. Wentworth Watson  
New Moreland..... (in love with Miss Howard)..... Mr. Percy Haydn  
Dick Winters..... (a missing husband)..... Mr. Harold Carr  
Harry Winters..... (a missing lover)..... Mr. R. W. Ellison  
Dr. Wagner..... (in charge of the Sanatorium)..... Mr. Percy Haydn  
Matthew Oliver..... (attendant)..... Mr. R. W. Ellison  
Miss Howard..... (Miss Howard)..... Miss Ada Laurance  
Miss Millie Ascoli..... (Miss Ascoli)..... Miss Millie Ascoli  
Miss Blanche Clements..... (Miss Blanche)..... Miss Blanche Clements  
Miss Eva McDonald..... (Miss Eva)..... Miss Eva McDonald

"MY SOLDIER BOY."  
The company present the farce-comedy *My Soldier Boy* to-morrow night. It has not been presented in Hongkong and should attract theatregoers. The plot is said to be rather better than the ordinary run of such pieces, although it is somewhat difficult to disentangle. Mr. Montague Mendle, who has great ex.ception from his stepfather Jonas Toddham, has married on a attractive young lady, and by so doing has risked incurring the disfavour of his relative. But Mendle has committed a still more serious offence in the eyes of his relative. He wanted to be a solicitor, whereas his stepfather's mind was set on his becoming a soldier; and as Toddham has been living abroad it has been easy for Mendle to make him believe that he, the stepson, has entered the Army, and has become a Colonel. But Lydia, Mrs. Mendle, has her "guilty secret." Before her marriage she brought a breach of promise action against an officer, of the name of Cullendar, and the jury awarded her £1,000, damages. Now, this Captain Cullendar happens to belong to the same regiment which Mendle has chosen for his fictitious command. Matters are further complicated by Cullendar's calling upon Mendle, in his professional capacity, to ask his advice how to get out of paying the breach of promise damages, and Mendle, not knowing that the lady is his own wife, advises the Captain to compromise matters by marrying the girl. A letter arrives from Toddham saying he is on the point of visiting his stepson. In order to keep up the imposture, Lydia persuades her husband to obtain a Colonel's uniform from Cullendar, and dress in it to receive Toddham at the barracks. This is done, and Lydia, in order to conceal her marriage with Mendle, presents herself to the old gentleman as Mendle's maid servant. In the same character she visits Cullendar at the barracks to prevent her relations with him becoming known to Mendle. The latter, finding her hidden in barracks, becomes exceedingly jealous; but he is called away to take part in his character of Colonel of the regiment in putting down a riot in the neighbourhood. Thrown from his horse, he returns home disguised in a coat and hat taken from a scarecrow in the field, and only escapes the violence of the real Colonel of the regiment by pretending to be a man in possession. Eventually Toddham confesses that he has lost almost all his property, on which Mendle reveals his deception, and the stepfather agrees to send him to America to try and save a competence from the fortune that has been seriously affected by speculations.

The management of the Company has made arrangements for the running of late train and ferries after each performance.

## AMOY NEWS.

4th August.

SHOOTING AFFRAY IN AMOY HARBOR.  
On the arrival of the C. N. Co.'s steamer *Wenchow* from Newchwang on the 1st inst. the cargo boats came alongside to take delivery of beans and bean cakes, but were told by the steamer officers that they could not lay along side the vessel, and the crew received orders to cast them adrift. As a strong current was running at the time, the cargo boat men objected to such treatment and made efforts to keep alongside the steamer, and finally started a free fight by throwing bricks and other missiles at the crew of the steamer. The second officer then went to his room, brought out his revolver, and fired some shots towards the cargo boats, more to frighten them than to do any harm. But two men were hit, one in the neck and another in the leg. Nothing dangerous although it might have led to a very serious affair. The second officer was brought before the British Consul at Amoy, and fined \$100 as compensation to the wounded men, with costs of the court, and he may call himself very lucky to get off so lightly.

## MORE TROUBLE.

The same company's steamer *Kansu* when last in port from Shanghai distinguished herself in more or less resisting the Customs officers taking away about 100 piculs of potatoes and onions, not manifested, from the steamer's tween-decks, mixed among the cargo, and intended to be smuggled on shore. I understand that one of the Customs officers stationed on the steamer for duty could not stand the steamer's officers' abuse, and signalled to be taken off, and when on shore made a complaint about the treatment he received on board. No other officer was sent on board during the steamer's stay in Amoy; rather strange that this should happen on board a R. and S. steamer, for as a rule the C. N. Co.'s steamers on the coast are very much liked and the Customs are at all times treated with due respect and courtesy. But there are black sheep in every flock, and as far as I can learn the officers of the steamer tried to screen the steamer's complicité staff, as the goods seized belonged to them.—*Shanghai Mercury*.

## CRUISER FOR HONGKONG DOCKS.

The *Straits Times* of 6th inst. says:—  
The American cruisers *Albatross*, *Cincinnati*, and *Raleigh*, which left yesterday afternoon, are not bound for Manila as was generally alleged prior to their sailing. As a matter of fact they go to Hongkong and thence to Chefoo. At the latter place they will join the squadron under Admiral Robley Evans and will await eventualities in the vicinity of the Gulf of Pechili. Just prior to her departure hence and when just clearing the roads the *Raleigh* had one of her chronic breakdowns of machinery. It seems that these have been happening at intervals all the way along from Gibraltar and it was only the fact that Admiral Evans's demands for reinforcements were imperative that caused the Navy Department at Washington to insist on her succeeding on her voyage at all. However, she is in such a bad state that she will probably dock at Hongkong.

## THE RUSSIAN NAVY.

"WATER-PROTECTED" TORPEDO-BOATS.  
According to the St. Petersburg press two "water-protected" torpedo-boats have been built in one of the ship-building yards there. This new type of craft is said to be something between an ordinary torpedo-boat and a submarine; it is in the form of a cigar and of small size, and its distinguishing feature is that it can travel equally well on the surface of the water and partly submerged. These vessels are known as "water-protected" torpedo-boats, because when they are submerged the water forms a protection to a certain degree from attack by an enemy's projectiles. These boats will be tested shortly on the Neva both above and below the surface of the water.

ASK for ASAHI JAPANESE BEER—G. Ginn.

## THE FIRE ON THE "TONKIN"

FULL PARTICULARS.

Kobe pier to hand this morning bring full particulars of the fire on *Messageries Maritimes* s.s. *Tonkin* at that port on the 6th inst. From them we learn that the outbreak occurred in the fore-hold about 2 p.m., a few hours after the steamer's arrival from the South. The flames spread with great rapidity, this being due to the nature of the cargo in the fore-hold, which consisted of chlorate of potash, half consigned to Kobe and half to Yokohama. In a few minutes the flames had broken out on the wood and iron work in front of the funnels—the two bridges, and the life-boats on either side of the vessel. The harbour authorities and others from the shore gave assistance as quickly as possible. At the time of the outbreak the Kobe Pier Company, who are the stevedores of the vessel, were discharging cargo, and in a short space of time they had three pumps at work. At three o'clock the smoke had almost completely given way to fire. The whole of the main deck forward of the funnels was by this time in the grip of the flames, and the fire could be seen blazing fiercely through the port-holes of the forecastle, the length of the ship covered by the flames being from forty to fifty feet. Before long the paint began to peel off the hull of the *Tonkin*, and in several places the iron was red hot. At four o'clock a smoking ruin was all that could be seen where the bridges had been. As soon as the smoke had cleared sufficiently to allow of the work being done, coolies dropped down near the hatchway and commenced to play on the fire from this position right above the hold. At half-past four the fire was thought to be well under control, and was subject to a steady stream of water from about a score of hose pipes. Aft of the funnels the *Tonkin* has suffered no damage excepting that which will be done by the smoke and water. All baggage belonging to passengers was cleared from the ship in the afternoon, and the vessel was towed by a Kawasaki tug-boat to Mirumie about six o'clock, the flames then bursting forth from forward of the funnels, apparently the fire having got into the coal bunkers. The cargo that is destroyed or damaged comprises the chlorate of potash already mentioned, and other cargo consigned to Yokohama. The damage cannot yet be estimated. Two explanations are given of the cause of the fire. One is that in hoisting several casks of potash out of the hold, one of the casks slipped and fell, taking fire immediately. The other explanation given is that a coolie dropped a lighted cigarette into the hold. Once started, however, the fire spread with a rapidity that was astonishing. In less than five minutes the whole place seemed ablaze. The pumps were at work by that time, but the great quantities of smoke which proceeded from the hold made any effective work almost impossible. With the destruction of the fore part of the vessel is included the whole of the effects of the seamen and several steerage passengers. There was one serious injury, and several of a minor character. An engineer was badly injured about the face and neck, and was removed by the police to hospital. Later reports state that the fire swept all along the corridors amidships, and burned out many of the cabins. The chart-room and wheel-house were blackened ruins, as they are situated immediately beneath the bridge, where at the outset the fire was fiercest. Along the bridge deck, iron and wood has been warped by the heat, the deck having been burned through at the bridge. On the saloon deck below the fire had carried away several of the departments of the petty officers, the flames being blown along the corridors on either side and so burning but not destroying many of the cabins. The deck below this again was of iron, and had evidently been red hot or near it, for it was warped and blistered. In the engine-room no damage appeared to have been done, but some of the sheet-iron work was much twisted. The skeleton of the forecastle is of course of steel, and nothing but the skeleton remained, with the blistered foremast, also of steel. In the forehold, only the ironwork remained, a large part of the stanchions and supports having been twisted by the heat. The exact quantity of chlorates of potash in this hold were informed was 3,080 casks, of which 3,005 were consigned to Kobe and the remainder to Yokohama. Over 400 other casks were to have been taken aboard at Marseille. As the papers classifying the cargo which was stored in the hold were destroyed, it was not known what was in the first hold besides the potash. Besides many documents and instruments belonging to the ship that were destroyed, the whole of the provisions, which were stored forward, were also burned. Both the hull outside and the decks are blackened by fire for a distance of about forty feet abaft the bridge. The lower holds of the vessel are full of water; and merchandise—bales and boxes—stored in the lower holds are floating about. It is understood that nearly all the merchandise destined for Yokohama is lost or sea-damaged. A large quantity of the cargo in the after holds is of course undamaged. In a brief conversation with Commander Schmidt, a representative of the *Chronicle* was informed that the engine-room and machinery—except such as was on the forecastle—was undamaged. It was impossible at that time to give an approximate estimate of the extent of the damage done.

An inquiry into the cause of the disaster *Tonkin* will be held before the French Consul, says the *Kobe Chronicle* from which our information is called.

ASK for ASAHI JAPANESE BEER—G. Ginn.

## RAUB.

The general manager's report for the 4 weeks ending 18th July to the chairman and directors of the Raub Australian G. M. Co., Ltd., is as follows:—  
Gentlemen, I beg to submit my monthly report on your mining and milling operations. The mine measurements and assay results of prospecting work, prepared by the mine manager, shows a total of 153' for the period (4 weeks) under review, made up of 95' sinking and 58' driving, as against a total of 215' for the previous four weeks.

## MINES.

New Main Shaft.—This important work has been vigorously pushed, and has reached the total depth of 52' making 40' sunk during the month. The ground passed through is decomposed slate, but of such a nature as to admit of fairly easy work, while standing well. The surface excavations for fixing temporary machinery are complete, and are now being carried on to make ready for the more extensive plant necessary for future work.

The electric light has been installed, and is used by the miners in the shaft instead of candles; also on surface for night duty. The small hoisting engine from Jell's and boiler from Nibong are being thoroughly overhauled before re-erecting them on the new site.

Koman Shaft: 340ft. North.—To this has been added 10ft. making a total of 84ft. The lode averages 55in. wide and is worth 4 dwt. At date it shows signs of narrowing.

Do. South.—Here we have driven 18ft. making a total of 113ft. The lode is 12in. wide and assays 7 1/2 dwt. There is an improvement in its appearance and value, and a widening out is most likely.

240 North No. 1 Winze.—This has been unwatered and sinking has been resumed, a further 20ft. having been sunk, making a total of 84ft. The lode is slightly mixed with slate and for 40in. wide assays 4 dwt.

140ft. South Drive off No. 3 Winze.—This is being driven 15ft. below the present intermediate level. Its object is to get under a bunch of good stone that has passed the intermediate level, but does not reach the main level beneath 5ft. have been driven.

Do. North.—On a small parallel branch, 16ft. of driving has shown it to be worthless at this level, though in the slope above some fair ore is being broken.

Air Shaft South of Koman Shaft.—An additional 35ft. has brought the total depth to 128ft. Hard rock is now being sunk through. A further 25ft. should serve to connect to the 140ft. level.

Stopes.—The following stopes are in operation:—Above 340ft. South: 1 stop; lode 48in. wide, assays 4 dwt. It has split up but is improving in the back.

In the North end of this level, preparations are being made for stoping. Above the 240 north: 2 stopes; the lode averages 65 in. and is worth 7 dwt.

Above the 240 south: 1 stop; lode 48in. wide assays 7 dwt.

Above the Intermediate level (200ft.) north: 2 stopes lode 65in. wide, worth 3 1/2 dwt.

Above the Intermediate level (200ft.) south: 2 stopes; lode averages 64in. and assays 10 dwt.

Above the 140 north: 1 stop; lode 60in. wide and worth 17 dwt.

Bukit Hitam.—All development work is stopped. In the back of the 260ft. level south there are two stopes, the lode averaging 26in. wide, and north 14 dwt.

Machinery and Plant have given no unusual trouble. The excavations for hoist at Koman old shaft are in hand, and the hob is being constructed.

General.—We have been visited by a smart little wind and rain storm which demolished nearly all the native quarters.

Separate milling return and cost sheet here-with.

C. G. WARFORD LOCK, General Manager.

Milling Return for 4 weeks ending 18th July, 1903.

Stamp working: 40.  
Period of work: 28 days less lost time 1.83 day=43 hrs. 53 min., of which 10 min. due to Sempam, and remainder to clean-up and mill repairs.

Ore milled: Koman 2,564 tons.  
Hitam 366 tons. Total 2,932 tons.  
Mill duty: 2.8 tons p. stamp per 24 hrs.  
Amalgam Yield: 2,214 oz. giving 732.5 oz. melted gold=33.8 per cent.

Bullion Yield: 5.00 dwt. per ton milled=70 per cent of contents.  
Bullion fineness: 920.  
Mercury Loss: 3.24 lb. per 100 tons milled=1.33 oz. per oz. bullion.

Tailings: Assays 2.13 dwt. per ton=30 per cent of total contents.  
Estimated cost for 4 weeks ending 18th July, 1903.

European Salaries 4,743.37  
Wages Surface 4,052.20  
Development 1,163.23  
Ore Raising 4,958.00 10,174.43  
Timber, Fuel & Charcoal 1,417.15  
Sundries Royalty 1,309.32  
Stores 2,152.59  
Tetties 919.11 4,381.42  
\$20,713.37

Cost per ton \$7.05=3 dwt.  
Expenditure on Capital a/c.  
Koman Shaft 250.05  
New Shaft 2,602.83  
Sempam 117.05  
Buildings 115.00 \$3,084.93

C. G. WARFORD LOCK, General Manager.

COMMERCIAL.

TO-DAY'S EXCHANGE.  
ON LONDON, Telegraphic Transfer..... 10 1/2 1/6  
Bank Bills, on demand..... 10 1/2 1/6  
Credits, 4 months' sight..... 10 1/2 1/6  
D'cents 4 months' sight..... 10 1/2 1/6  
ON BERLIN, (demand)..... M. 1/2 1/4  
ON PARIS, Bank Bills, on demand..... 2 1/2 1/2  
Credits, 4 months' sight..... 2 1/2 1/2  
ON NEW YORK, Bank Bills, on demand..... 44  
Credits, 30 days' sight..... 44  
ON BOMBAY, Telegraphic Transfer..... 13 1/2  
On demand..... 13 1/2  
ON SHANGHAI, Telegraphic Transfer..... 2 1/2  
Private 30 days' sight..... n.p.  
ON YOKOHAMA, T.T...... 8 1/2  
Sovereigns, Bank's Buying Rate..... 111.60  
Gold Leaf too touch, per tael..... 8 1/2  
Rar Silver..... 25 1/2 1/6

ASK for ASAHI JAPANESE BEER—G. Ginn.

## To-day's Advertisements.

THEATRE ROYAL HONGKONG.  
UNDER THE DIRECTION OF  
CHARLES A. POLLARD.  
GENERAL MANAGER... JAMES MACMAHON.

The Complete Success of  
THE POLLARD  
ENGLISH AND AMERICAN  
COMEDY COMPANY.

Including the Popular Comedian  
MR. EDWARD NABLE.  
Last evening was instantly made manifest. A crowded and delighted audience gave the most cordial testimony of its appreciation of one of the most complete and capable organisations that has ever toured the Orient.  
The irresistibly amusing Comedy  
"TOM, DICK AND HARRY"  
"TOM, DICK AND HARRY"  
"TOM, DICK AND HARRY"  
A Triumph!  
TODAY (owing to the brevity of the present Hongkong Season) "TOM, DICK AND HARRY" will be repeated for the last time.

TO-MORROW AND SATURDAY,  
for the first time in Hongkong, the intensely amusing Farce Comedy  
"MY SOLDIER BOY."  
"MY SOLDIER BOY."

PLAN OF RESERVED SEATS at the Robinson Piano Co., Ltd.

Tickets admitting 2, 1, 1c in Uniform may be obtained from the Colour-Sergeants. Doors open at 8. Performance at 9 sharp. Late Train and Ferries will run after the Performance.

Hongkong, 13th August, 1903. [979a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."  
Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 13th August 1903 [971a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Himalaya*.  
From Persian Gulf, ex R.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 13th August, 1903. [14]

THE POPULAR  
SCOTCH  
IS  
"BLACK & WHITE"

JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS  
By Appointment to  
H.M. THE KING  
and  
H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [641a]

ASK for ASAHI JAPANESE BEER—G. Ginn.

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## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	On 14th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th September.

S.S. "NINGCHOW" left Singapore on the 8th inst. and should arrive here on the 14th inst. She sails for Pacific on the 15th inst.

S.S. "TELEMACHUS" left Tacoma on the 9th inst. for Japan Ports and Hongkong.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"TYDEUS"	On 18th August.
MARSEILLES, LONDON & ABERDEEN	"NESTOR"	On 1st September.
MARSEILLES, LONDON & ABERDEEN	"KINTUCK"	On 15th September.
MARSEILLES, LONDON & ABERDEEN	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON & ABERDEEN	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON & ABERDEEN	"AGAMEMNON"	On 13th October.
MARSEILLES, LONDON & ABERDEEN	"JASON"	On 20th October.
MARSEILLES, LONDON & ABERDEEN	"PAK LING"	On 27th October.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"NINGCHOW"	On 15th August.
PACIFIC COAST PORTS, via	"DEUCALION"	On 6th September.
NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS"	On 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th August, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"TIENSIN"	14th August.
SHANGHAI and CHINKIANG	"FOOCHOW"	14th "
SWATOW and SHANGHAI	"CHANGHONG"	14th "
CHANGHONG and TIENSIN	"NANCHANG"	15th "
CEBU and ILOILO	"KAIFONG"	19th "
CEBU and ILOILO	"HUNAN"	20th "
MANILA	"CHANGSHA"	12th September.
PORT DARWIN, THURSDAY ISLAND,		
COOKTOWN, CAIRNS, TOWNS,		
VILLE, BRISBANE, SYDNEY and		
MELBOURNE	"CHANGSHA"	12th September.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 13th August, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-  
date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	FRIDAY, 14th Aug., at 10 A.M.
PERLA	1980	J. McGinty	MANILA, ILOILO and CEBU.	SATURDAY, 22nd Aug., at 10 A.M.
ZAFIRO	2540	R. Rodger		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 12th August, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF  
JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 20, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW*	"ANPING MARU"	J. Goto	SUNDAY, 16th Aug.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	WEDNESDAY, 19th Aug.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	

\* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, 10th August, 1903.

T. ARIMA, Manager.

[1979]

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

## SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation Unrivalled Table. Duly qualified Surgeon on board.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

[1322]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain S. J. Payne, will be despatched as above on SATURDAY, the 15th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light and carries a doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 10th August, 1903.

[1962]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TERESA"

Captain Gragietta, will leave for the above places on TUESDAY, the 18th instant, at 5 P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co.,  
Agents.

Prince's Buildings.

Hongkong, 10th August, 1903.

[1963]

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

FRIDAY, 14th August, at 10 A.M.

ROSETTA MARU

H. S. Smith

3,876

WEDNESDAY, 19th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 11th August, 1903.

[1712]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM"

Captain Rassevich, will be despatched as above on WEDNESDAY, the 19th instant, at 5 P.M.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,  
Agents.

Prince's Buildings.

Hongkong, 11th August, 1903.

[1820]

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

## STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"BARON DRIESEN"

Captain H. Plating, will be despatched as above on or about THURSDAY, the 20th August, to be followed by the s.s. "NORDKYN" later.

For Freight, &amp;c., apply to

SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 6th August, 1903.

[1889]

## "SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, will be despatched as above on or about MONDAY, the 24th August.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 30th July, 1903.

[1915]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5.

2nd-Class, \$1.50; Return Ticket, \$2.50.

3rd-Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

What is opposite Central Market.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &amp;c., apply to

SAM WANG & CO., LD.,  
81, Queen's Road Central.

Hongkong, 24th June, 1903.

[1886]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Rouch, will be despatched for the above Ports, TO-MORROW, the 14th instant, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS, LARPAK & Co.,  
General Managers.

Hongkong, 13th August, 1903.

[1972]

## FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"KONIGSBERG,"

Captain Mayer, will be despatched for the above Ports TO-MORROW, the 14th instant, at 5 P.M.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 7th August, 1903.

[1952]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 16th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigrig Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th August, 1903.

[1930]

## REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

## TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

FRIDAY, 14th August, at 10 A.M.

ROSETTA MARU

H. S. Smith

3,876

WEDNESDAY, 19th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 11th August, 1903.

[1712]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM"

Captain Rassevich, will be despatched as above on WEDNESDAY, the 19th instant, at 5 P.M.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,  
Agents.

Prince's Buildings.

Hongkong, 11th August, 1903.

[1820]

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

## STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"BARON DRIESEN"

Captain H. Plating, will be despatched as above on or about THURSDAY, the 20th August, to be followed by the s.s. "NORDKYN" later.

For Freight, &amp;c., apply to

SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 6th August, 1903.

[1889]

## "SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, will be despatched as above on or about MONDAY, the 24th August.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 30th July, 1903.

[1915]

## Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"



## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
<b>BANKS.</b>			
Hongkong and Shanghai Banking Corporation,.....	\$ 125	{ Div. of £1.10/- and bonus of 10/- @ 1/7 = \$25.26 for half-year ending 31/12/1902.....	\$660
National Bank of China, Ltd., Do. Founders....	£ 8 £ 1	{ 3 1/4% = \$19.68 for 1902 None .....	\$29 \$10
<b>MARINE INSURANCES.</b>			
Union In. Society of C'lon, Ltd. ....	\$ 100	60 per cent = \$30 per share for 1901 ...	\$297 1/2
China Traders' In. Co., Ltd. ....	\$ 25	16 1/2% = \$4 for year ended 30.4.1902.....	\$18 1/2 b.
North China In. Co., Ltd.,.....	\$ 25	Interim of 1901 for 1902.....	The \$30
Yantaize In. Association, Ltd. ....	£ 60	20% = \$12 for 1901 .....	\$18 1/2
Canton In. Office, Ltd. ....	\$ 50	28 1/2% = \$14 per share for 1901 .....	\$180 b.

Hongkong Fire In. Co., Ltd.	\$	50	\$22½ per share for 1901	\$327
China Fire In. Co., Ltd.	\$	20	\$6 per share for 1901	\$87 b.
SHIPPING.				
Hongkong, Canton, & Macao				
S. B. Co., Ltd.	\$	15	\$14½ for half-year ending 30.6.1903	\$37
Indo-China S. N. Co., Ltd.	£	50	5% = 10/- per share for 1902	\$90
China & Manila S.S. Co., Ltd.	\$	10	10% = \$5 per share for 1902	\$20 sa.
Douglas S. S. Co., Ltd.	\$	50	Div. of \$5 for year ended 30.6.1902	\$250
"Star" Ferry Co., Ltd.	\$	5	\$1.20 = 12% for year ending 30.6.1903	\$28 sa. & b.
"Shell" Transport & Trading Co., Ltd.	£	1	60 cts. = 30/4 03	\$18 sa.
Taku Tug & Lighter Co., Ltd.	Tls.	50	3rd Interim of 6d. for 1902	\$1 3/6 sa.
Shanghai Tug Boat Co., Ltd.	Tls.	100	Final of 5 making 7% for the year	Tls. 45 sa.
Shanghai Cargo B. Co., Ltd.	Tls.	100	Final of 7% making 20% for 1902	Tls. 360 a.
Co-operative Cargo B. Co., Ltd.	Tls.	100	Final of 7% making 13% for 1902	Tls. 180 a.
			Final of 7% making 13% for 1902	
REFINERIES.				
China Sugar Refining Co., Ltd.	\$	100	Fin. of 7% making \$12 for 1901	\$96 b.

Perak Sugar Cultiving Co., Ltd.	£ 100	33. per share for 1997 .....	\$10 b.
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7 % for year ending 30.9.02 ...	Tls. 70 s.
Punjom Mining Co., Ltd.	\$ 11	None .....	\$2
Société Française des Charbonnages du Tonkin .....	Fr. 250	Fin. of Fra. 30 making Fcs. 60 for 1902 ..	\$600 s.
Jelebu Mining & Trading Co., Ltd.	\$ 5	No. 9 of 5 % for 1-year end. 31.7.94 ...	\$14 s.
Raub Australian Gold Mining Co., Ltd.	£ 18.10	No. 12 of 1/- per share 28.1.01 .....	\$84 b.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 1 of 1/6 per share 10.10.02 .....	Tls. 6.30 s.
<b>DOCKS, WHARVES AND GODOWNS.</b>			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	10 % & bonus 2 % for 1 year 31.12.03...	\$215
S. C. Farman, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making 1/1s. 15 for year ending 30.4.03 .....	Tls. 155 s.
Hongkong & Kowloon Wharves & Godown Co., Ltd.	\$ 50	Final .....	Tls. 155 s.

New Amoy Dock Co., Ltd., .....	\$ 64	52½ for 1902 .....	\$37½ b.
Shanghai & Hongkew Wharf & Godown Co., Ltd., .....	Tls. 100	Finat of Tls. 12 making Tls. 18 for 1902 .....	Tls. 275 a.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd., .....	\$ 10	8 % = 80 cents per share for 1902 .....	\$9½
Hongkong Land Investment & Agency Co., Ltd., .....	\$ 100	Interim of \$6 for 1903 .....	\$157½ sa.
K'loon Land & Building Co., Ltd.	\$ 130	\$2.30 per share for 1902 .....	\$36 a.
West Point Building Co., Ltd., ..	\$ 50	Interim of \$1½ for 1903 .....	\$50½ b.
Hongkong Hotel Co., Ltd., .....	\$ 50	\$6 for 2-4-year making \$12 for 1902 .....	\$154 b.

Astor House Hotel Co., Ltd. (Shanghai) .....	\$ 25	15 % for half-year ending 31.12.01 .....	\$30 a.
Hotel des Colonies Co., Ltd. (Shanghai) .....	Tls. 25	6 % for year ending 31.3.03 .....	Tls. 16 sa.
Queen's Hotel (Wei-hai-wei) .....	Tls. 25	First year .....	Tls. 25
Humphreys Estate & Finance Co., Ltd. ....	\$ 10	9 per cent. for 1902 .....	\$12
Shai Land Investment Co., Ltd. ....	Tls. 50	Interim of 6 % for 1903 .....	Tls. 104 sa.
<b>COTTON MILLS.</b>			
Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd. ....	\$ 10	Interim of 40 cents per share .....	\$15 b.
Ewo Cotton Spinning & Weaving Co., Ltd. ....	Tls. 100	3 % for period ended 31.10.97 .....	Tls. 36 s.
International Cotton Manu- facturing Co., Ltd. ....	Tls. 100	Interim of 3 % on account of 1898 .....	Tls. 40 s.
Lao-ung-kow Cotton Spin- ning & Weaving Co., Ltd. ....	Tls. 100	Interim div. of 4 % on acct. of 1898 ...	Tls. 40 b.
Sov. Chee Cotton Spinning			

Co., Ltd.	Tls. 500	4 % for period ended 31.12.00	Tls. 200
<b>CIGAR AND TOBACCO COMPANIES.</b>			
Alhambra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$250 b.
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15 b.
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	{ Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02 }	Tls. 56 sa.
<b>MISCELLANEOUS.</b>			
Green Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902	\$24
China-Borneo Co., Ltd.	\$ 12	First year	\$10 b.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1902	\$144 sa.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 b.
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$13 b.
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$7 1/2 b.
Hongkong & China Gas Co., Ltd.	\$ 10	10 % div. and 1 % bonus for 1901	\$140 b.
Hongkong Bone Manufactory			

Ing Co., Ltd.	\$ 50	\$10 for 1902	\$145
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent.—\$3.75 for 1902	\$47 1/2
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$250
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320
Dairy Farm Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902	\$12 b.
Hongkong & China Bakery Co., Ltd.	\$ 50	5 per cent.—\$2 1/2 for 1901	\$40 b.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$24 for 1902	\$20 s.
Bell's Asbestos Eastern Agency, Ltd.	£0.12.6		16
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents } for year ending 31.5.03	\$9 h.
Do. Founders.	\$ 10	\$29.70 }	\$200 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 50		

China Light & Power Co., Ltd.	\$	20	None		\$6 b.
Robinson Piano Co., Ltd.	\$	30			\$50
Manila Investment Co., Ltd.	\$	50	5 % = \$24 for half-year 1901		\$50
William Powell, Ltd.	\$	10	None		\$15 b.
Maatschappij tot Mijn, Bosch- en Landbouw exploitatie in Langkat, Limited	Guilders	100	\$1 for year 1903		\$9
Telegraphic Address—"Rialto."			3rd Interim Dividend of Tls. 7½ and 100 Tls. 2½ per share paid 15.6.1903		Tls. 297½ b.
Telephone No. r48, P. O. Box No. 111.					

NOTE: —b.=buyers, s.=sellers, sa.=sales.

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SHIRTS.

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